

CLASSIFICATION <u>SECRET/CONTROL - U.S. OFFICIALS ONLY</u>	
COUNTRY <u>East Germany</u>	REPORT <u> </u>
TOPIC <u>Jueterbog Airfield</u>	25X1
EVALUATION <u> </u>	PLACE OBTAINED <u> </u>
DATE OF CONTENT <u> </u>	25X1
DATE OBTAINED <u> </u>	DATE PREPARED <u>10 December 1954</u>
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<u>This is UNEVALUATED Information</u>	
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- Between 17 October and 16 November 1954, up to 30 MiG-15s or U-MiG-15s were observed on the landing field of Jueterbog airfield. Some aircraft repeatedly circled over the field. An Il-28 was temporarily seen aloft. 1
- Air activity was occasionally conducted at Jueterbog-Damm airfield. Individual practice flights were made by Po-2s during moonlit nights.
- The following observations were made at Jueterbog airfield between 28 October and 19 November:

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28 and 29 October. There was no air activity. Between 0800 and 1700, jet engines were tested on the engine test stands for 30 minutes. The dismantling and mounting of an engine of a MiG-15 or U-MiG-15 lasted about 2 hours. The dismantled aircraft were hauled to the test stand and, after the test run, the engines were either trucked to the former air technical school or again mounted in aircraft. Immediately after the dismantling of an engine, another engine was fitted in the plane.

30 October. After 0800, engines were tested on the test stand. These engines had not been dismantled from MiG-15s or U-MiG-15s but arrived on trucks from the former air technical school. It could not be observed to which place the engines were transported after they were tested. The individual engines were tested for 30 to 35 minutes at intervals of 2 hours. 2
Cleaning work was being done on MiG-15s or U-MiG-15s parked in front of the hangars. At 1400, 4 MiG-15s or U-MiG-15s taxied from the western hangars to the take-off point, made a flight of 20 to 25 minutes duration, then landed and individually taxied back to the hangars.

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At 1100, a transport [] landed and 4 officers descended. Later, the officers apparently left by train for the USSR.

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1 November. No air activity was observed at the field. The MiG-15s or U-MiG-15s were towed out of the hangars, arranged in rows in front of the hangars and then towed back into the hangars.

2 November. No air activity was observed. A general cleaning was under way in the northwestern hangars.

3 November. Large-scale cleaning work was being done in all buildings and hangars at the field and on the field itself. The doors and windows were given a new coat of paint. No air activity was observed.

4 November. At 1200, a MiG-15 or U-MiG-15 [] took off and made a 25-minute flight. After the landing, the aircraft taxied back to the northeastern hangar.

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5 to 8 November. The field was off limits to all German civilians.

9 November. Some MiG-15s or U-MiG-15s were towed out of the hangars. The jet engines of the aircraft were started for about 5 minutes. There was no air activity.

10 November. A total of 16 MiG-15s or U-MiG-15s were towed from the northern hangars to the eastern end of the runway. After 1300, individual take-offs were made at intervals of 10 to 15 minutes. The aircraft flew individually and in elements of two toward Markendorf. The aircraft remained aloft for 20 to 25 minutes. Air activity was discontinued at 1600.

11 November. Between 0900 and 1200, some local flights were made by MiG-15s or U-MiG-15s at intervals of 15 minutes. When air activity was terminated, the aircraft were parked in the western hangars. After 1900, maintenance and overhauling work was done on some MiG-15s or U-MiG-15s. Work was being done on the landing gears, the cabin roofs, and on the elevators assemblies of two aircraft. The landing gears and turning joints of the rudder assembly were apparently greased by soldiers who held some sort of a oil can.

12 November. During the afternoon, 14 MiG-15s or U-MiG-15s were towed from the northern hangars to the runway. Between 1600 and 1900, flying was practiced by swept-back jet fighters.

13 November. Between 0900 and 1130, there was air activity by MiG-15s or U-MiG-15s from the western hangars. The aircraft made individual flights which remained aloft for 20 to 25 minutes.

14 November. Between 1100 and 1130, a jet engine was running on the test stand.

15 November. Three MiG-15s or U-MiG-15s taxied from the northern hangars to the take-off point, took off at intervals of 10 minutes and made local flights of 15 minutes duration. []

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[] At 1400, a Li-2 landed and 6 officers carrying suitcases descended. 1

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4. The recruits who had arrived a short time before had meanwhile received air force epauletts and were assigned to the individual groups as drivers, radio operators etc. A train for the USSR continued to leave every second day from Altes Lager railroad station. 2

5. At about 1430 on 13 November, a total of 27 MiG-15s or U-MiG-15s were observed on Jueterbog airfield. Of the [REDACTED] were parked side-by-side along the runway, 9 were [REDACTED] large intervals on the northern edge of the runway. [REDACTED] parked at irregular intervals in front of the hangars, and 5 made local flights. 1

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1. Comment. Jueterbog airfield is still occupied by two fighter regiments. Air activity was again intensified when the preparations for the day of the October Revolution on 7 November 1954 were completed. [REDACTED]

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[REDACTED] Up to 30 MiG-15s or U-MiG-15s were counted on the landing field.

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2. Comment. The usual overhauling work on aircraft, engines and equipment was observed during the fall season. The engine of an aircraft was exchanged within 2 hours. The engine was tested on the test stand for 30 minutes. Jet engines which were found defective after testing on the test stand were presumably overhauled in the area of the former air technical school.

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3. Comment. An exchange of personnel was repeatedly observed during the fall season. Flying personnel arrived in a Li-2 at Jueterbog airfield and left for the USSR by train which departed from Jueterbog Altes Lager railroad station every second day.

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